

Remarks:

This preliminary amendment is filed to correct the discrepancies in the frequencies quoted on page 3 and in claims 14 and 15 which were detected by the inventors during an in-depth review of the application papers.

Please charge any fees which might be due with respect to Sections 1.16 and 1.17 to the Deposit Account of Lerner and Greenberg, P.A., No. 12-1099.

Respectfully submitted,



For Applicants

WERNER H. STEMER  
REG. NO. 34,956

July 9, 2002

Lerner and Greenberg, P.A.  
Post Office Box 2480  
Hollywood, FL 33022-2480  
Tel: (954) 925-1100  
Fax: (954) 925-1101  
/bb

Version with Markings to Show Changes Made:

In the specification:

Replace the paragraph beginning on page 3, line 4, up to page 4, line 3, with the following paragraph:

--Such smart cards provide, especially, the principle of passive entry and/or passive go, whose essence is that the access code transmitters (smart cards) are activated or polled, on approaching the vehicle, by a transceiver unit in said vehicle, and then transmit an access code to this unit. It is sufficient for the smart card to be carried on the body in order to allow the vehicle to be used. A bidirectional communication takes place between the vehicle and the smart card for vehicle access. For example, the transceiver unit in the vehicle communicates with the smart card via inductive antennas which are accommodated in the doors and the luggage compartment or bumpers. These antennas are actuated using a 125 kHz carrier, while the smart cards produce their response to the vehicle (according to the present prior art) using what is referred to as the ISM frequency band around [433] 315 MHz. Touching the door handle of a secured vehicle results in an interrogation signal being output via the inductive antenna arranged in the corresponding door, in response to which the smart card carried on the body transmits an access code signal (authentication signal) by radio to the vehicle. If the

evaluation of the access code confirms its validity, then the vehicle is unlocked via the central locking pump. The process of securing the vehicle when leaving it, the starting of the vehicle (initiated using a touch key in the operating area) and the execution of further functions take place in a similar manner.--

In the claims:

Claim 14 (amended): The configuration according to claim 13, wherein said receiver in said transceiver unit, and said transmission stages in said access code transmitters transmit at [433] 315 MHz.

Claim 15 (amended). The configuration according to claim 13, wherein said receiver in said transceiver unit, and said transmission stages in said access code transmitters transmit at [868] 915 MHz.